Solano Transportation Authority

DATE: September 29, 2011
TO: STA Board
FROM: Jessica McCabe, Project Assistant
RE: 2012 State Transportation Improvement Program (STIP)

Background

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: 75% to the Regional Transportation Improvement Program (RTIP), with projects decided by regional agencies, and 25% to the Interregional Transportation Improvement Program (ITIP). The STIP cycle is programmed every two years and covers a five-year period. STA's 2010 STIP programmed projects are shown in Attachment A. Historically, Solano County averages about $10M per year in population shares of STIP funds (the RTIP) share for Solano. STA is responsible for programming the RTIP and the California Transportation Commission (CTC) programs the ITIP.

In December 2007, the STA Board approved the "10-Year Investment Plan for Highway and Major Transit Capital Projects," which was intended to be a guide for future programming actions by the STA Board of STIP funds. The plan prioritized projects by their delivery timeframe: Tier 1 for projects that can begin construction in 5 years, Tier 2 projects that can begin construction in 10 years, and Tier 3 for future planned projects. This plan would be updated every two years during the STIP programming process.

On July 18, 2011 MTC released its draft STIP Development Policies and Guidelines for recommending the programming of new 2012 STIP funds (Attachment B). These Policies and Guidelines are scheduled to be adopted by the MTC Commission on September 28, 2011.

Discussion

The California Transportation Commission (CTC) established draft funding estimates for the 2012 STIP on July 28, 2011 and MTC released the County Targets based on the CTC's funding estimates (Attachment C). The tables show County Share targets, Transportation Enhancement (TE) targets, and Planning, Programming, and Monitoring (PPM) amounts. Due to the economic downturn, statewide STIP estimates are significantly reduced. After deducting PPM funding (CMA Share) and TE funding from the "New County Share Total" funding estimate for Solano County of $10M, $8.3M remains available for non-TE projects.

Investment Plan Update and Prior Commitments

STA staff has recently drafted an update to the "10-Year Investment Plan for Highway and Major Transit Capital Projects," to reflect the current status and priority of each of these projects (Attachment D). This list of prioritized projects is intended to be used as guide for programming actions by the STA Board, such as the 2012 STIP programming process. As shown on the updated 10-Year Investment Plan, the Jepson Parkway and Dixon West B Street

Undercrossing projects are both listed as Tier 1 projects, and continue to be priorities for the STA. The STA Board has committed its support to both projects, with the approval of the Memorandum of Understanding (MOU) for Jepson Parkway at the May 2011 Board meeting, and the approval of the funding strategy for Dixon's West B Street Undercrossing, at the April 2011 Board meeting. The Jepson Parkway MOU defines the roles and responsibilities of the Jepson Parkway Working Group and each agency in the delivery of the Jepson Parkway Corridor, and establishes the Guiding Principals from which to select and prioritize project phases. The approved funding strategy for Dixon's West B Street Undercrossing committed $4.949 million in current and future discretionary funding for the City of Dixon's West B Street Undercrossing Project.

2012 STIP Programming Recommendations

As a priority project, $36.7 million of State Transportation Improvement Program (STIP) was programmed to the Jepson Parkway project as part of the STA's regional commitment. $2.4 million was allocated for Plans, Specifications & Estimate (PS&E) last year. $3.8 million was allocated for Right-of-Way funds in Fiscal Year (FY) 2011-12 and $30.5 million in construction funding is programmed for FY 2014-15. In continuing STA's commitment to the Jepson Parkway Project, which is already programmed in the STIP, STA staff recommends programming the $8.3M available in non-TE STIP funds to the project, which would go towards construction of either the Cement Hill Road or Leisure Town Road portion of the project.

In April 2011, the STA Board approved a funding plan for West B Street Undercrossing project, and as part of the $4.949M committed in the funding plan, $649,000 in STIP TE reserve was committed to the project. Also included in the funding plan was a commitment of future Cycle 2 STP/CMAQ funds; however MTC's proposed new policy emphasizes that the block grants funds be used in Priority Development Areas (PDAs). If block grant funds are restricted to PDAs, Dixon would not be eligible for these funds, because there are no PDAs within its boundaries. Since Dixon does not have any PDAs, the commitment of STIP funds becomes even more crucial to the funding of the West B Street project. Given that the West B Street project has been identified as a priority project by the STA, the funding plan has received support from the STA Board, and it may not be eligible for or only eligible for a small percentage of Cycle 2 block grant funds, STA staff recommends programming the $649,000 available in STIP TE reserve and $672,000 in new STIP TE funds to the project. This would program a total of $1.3M in STIP TE to the project.

Planning, Programming, and Monitoring (PPM) funds traditionally fund STA project development activities and Project Study Reports (PSR) for future STIP funded projects, as required by the CTC prior to being programmed into the STIP. These reports conduct a preliminary analysis of a project's purpose, need, scope, and feasibility. Based on the final 2012 STIP Fund estimate, $98,000 in FY 2016-17 and $274,000 in FY 2016-17 is available for PPM activities.

2012 STIP Development Schedule

The following is a 2012 STIP development schedule including STA TAC, STA Board, MTC, and CTC meetings:

August 31, 2011	TAC STIP 2012 info (update on STIP)
September 14, 2011	STA Board STIP 2012 info

September 28, 2011	TAC recommends 2012 STIP project recommendations to STA Board
October 12, 2011	STA Board approves 2012 STIP Solano project recommendations to MTC
October 14, 2011	Deadline for CMAs to submit project listings to MTC
November 16, 2011	MTC approves 2012 Bay Area RTIP recommendations to CTC
March 28, 2012	CTC adopts 2012 STIP

The STA Technical Advisory Committee (TAC) recommended approval of this item at their September 28th meetings.

Fiscal Impact

The STA is committed to its local partners and to the completion of both the Jepson Parkway and the West B Street Undercrossing projects. By programming funds to these projects, STA will be fulfilling that commitment. In committing PPM funds, STA is also fulfilling its commitment to facilitating planning, programming, and project monitoring activities in Solano County.

Recommendation

Approve the following:

1. Approve the 2011 10-Year Investment Plan for Highways and Major Transit Capital Projects as shown in Attachment D;
2. Program $8.3M in available non-Transportation Enhancement (TE) STIP funds to the Jepson Parkway project;
3. Program $649,000 in unprogrammed STIP TE reserve to the City of Dixon's West B Street Undercrossing project;
4. Program $672,000 in available new STIP TE funds to the City of Dixon's West B Street Undercrossing project;
5. Adopt Resolution No. 2011-17 - A resolution of the Solano Transportation Authority authorizing the application for State Transportation Improvement Program (STIP) Transportation Enhancements (TE) funding to Deliver the City of Dixon's West B Street Undercrossing Project; and
6. Program $98,000 in FY 2015-16 and $274,000 in FY 2016-17 available for Planning, Programming, and Monitoring (PPM) activities.

Attachments:

A. STA's 2010 STIP Programmed Projects
B. MTC's draft STIP Development Policies & Guidelines and Development Schedule, 7-18-2011
C. MTC's 2012 STIP Fund Estimate County Targets, 9-02-2011
D. Updated 10-Year Investment Plan for Highway and Major Transit Capital Projects, 10-12-2011
E. Resolution No. 2011-17 - A resolution of the Solano Transportation Authority Applying for State Transportation Improvement Program (STIP) Transportation Enhancements (TE) funding to Deliver the City of Dixon's West B Street Undercrossing Project.

2011 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)

($1,000's)

Total County Share, June 30, 2010 (from 2010 Report)	83,461
Less 2009-10 Allocations and closed projects	(13,752)
Less Projects Lapsed, July 1, 2010-June 30, 2011	0
Total County Share, June 30, 2011 (includes TE)	69,709

Solano

								Project Totals by Fiscal Year						Project Totals by Component					
Agency	**Rte**	**PPNO**	**Project**	**Ext**	**Del.**	**Voted**	**Total**	**Prior**	**10-11**	**11-12**	**12-13**	**13-14**	**14-15**	**R/W**	**Const**	**E & P**	**PS&E**	**R/W Sup**	**Con Sup**
Highway Projects:																			
Solano TA	loc	5301	Jepson Parkway			Jul-10	2,400	0	2,400	0	0	0	0	0	0	0	2,400	0	0
MTC		2152	Planning, programming, and monitoring	SB 184	Jul-10	Jul-10	35	0	35	0	0	0	0	0	35	0	0	0	0
STA		2263	Planning, programming, and monitoring	SB 184	Jul-10	Jul-10	589	0	589	0	0	0	0	0	589	0	0	0	0
MTC		2152	Planning, programming, and monitoring	SB 184	Jun-11	Jun-11	35	0	0	35	0	0	0	0	35	0	0	0	0
Caltrans	12	367D	Jameson Cnyn Rd widen Seg 1 (RIP)(TCRP)(CMIA)(08S-57)		May-11		4,550	0	4,550	0	0	0	0	0	4,550	0	0	0	0
Caltrans	12	367I	Jameson Cnyn Rd widen Seg 2 (RIP)(TCRP)(CMIA)(08S-57)		Mar-11		2,450	0	2,450	0	0	0	0	0	2,450	0	0	0	0
Solano TA	loc	5301	Jepson Parkway		Jun-11		3,800	0	3,800	0	0	0	0	3,800	0	0	0	0	0
Solano TA	loc	5301	Jepson Parkway				30,457	0	0	0	0	0	30,457	0	30,457	0	0	0	0
Caltrans	loc	5301L	Rt 80/680/12 Interchange (TCRP #25.3)(08S-29)				11,412	0	0	11,412	0	0	0	0	11,412	0	0	0	0
MTC		2152	Planning, programming, and monitoring				108	0	0	0	35	36	37	0	108	0	0	0	0
STA		2263	Planning, programming, and monitoring				841	0	0	229	229	192	191	0	841	0	0	0	0
			Subtotal, Highway Projects				56,677	0	13,824	11,676	264	228	30,685	3,800	50,477	0	2,400	0	0
Rail and Transit Projects:																			
Vallejo	ferry	2261	Vallejo Baylink ferry maintenance facility			Jun-11	4,300	0	4,300	0	0	0	0	0	4,300	0	0	0	0
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield				4,000	0	0	4,000	0	0	0	0	4,000	0	0	0	0
			Subtotal, Rail & Transit Projects				8,300	0	4,300	4,000	0	0	0	0	8,300	0	0	0	0
Transportation Enhancement (TE) Projects:																			
San Bruno	te	648E	San Bruno medians: various aesthetic/safety improv.			Mar-11	630	0	630	0	0	0	0	0	630	0	0	0	0
Vacaville	te	5152E	Jepson Parkway Gateway enhancement (ext 5-10)	Mar-11		Mar-11	230	230	0	0	0	0	0	0	230	0	0	0	0
Vallejo	te	5152J	Downtown Vallejo Square pedestrian enhancements			Mar-11	412	0	412	0	0	0	0	0	412	0	0	0	0
Marin Co	te	2127Q	Marin, Sir Francis Drake Blvd bike lane				294	0	0	0	294	0	0	0	294	0	0	0	0
American Cyn	te	2130G	Napa Jct Elementary School ped improvements				183	0	0	183	0	0	0	0	183	0	0	0	0
Rohnert Park	te	5156J	Sonoma, Copeland Creek bike path reconstruction				176	0	0	176	0	0	0	0	176	0	0	0	0
Fairfield	te	6045K	Capitol Corridor rail station, Fairfield, TE elements				400	0	0	0	400	0	0	0	400	0	0	0	0
MTC	res	5152A	TE reserve (MTC Share)				1,413	0	0	0	601	406	406	0	1,413	0	0	0	0
STA	res	5152K	TE reserve (County Share) (10S-039)				649	0	0	0	649	0	0	0	649	0	0	0	0
			Subtotal TE Projects				4,387	230	1,042	359	1,944	406	406	0	4,387	0	0	0	0
	Total Programmed or Voted since July 1, 2010						69,364												

Balance of STIP County Share, Solano	
Total County Share, June 30, 2011	69,709
Total Now Programmed or Voted Since July 1, 2010	69,364
Unprogrammed Share Balance	345
Share Balance Advanced or Overdrawn	0

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Memorandum

TO: Programming and Delivery Working Group DATE: July 18, 2011

FR: Kenneth Kao

RE: 2012 STIP Development Policies and Guidelines

Background

As the Regional Transportation Planning Agency for the nine-county Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing and submitting the region's proposed projects for the upcoming 2012 Regional Transportation Improvement Program. In cooperation with the Congestion Management Agencies, MTC will develop the schedule and Policies and Procedures for the 2012 RTIP in the coming months.

The following policy and programming issues regarding the 2012 RTIP will be discussed at the Programming and Delivery Working Group and the Partnership Technical Advisory Committee.

New Transportation Enhancement Policies

- **Transportation Enhancement Project Priority versus TE Reserve**
  In an effort to increase delivery of Transportation Enhancement projects, the California Transportation Commission will give priority to programming actual projects over TE reserve. This means that if a county wishes to program TE reserve, and another county wishes to program TE funds to an identified project, the CTC will program the identified project if there is not enough capacity to program both. In this example, the TE reserve will either not be programmed, or be programmed in a later year where there is capacity. Accordingly, MTC strongly recommends identifying actual projects for programming, rather than programming to TE reserve.

- **Front Loading of Transportation Enhancement Funds**
  The California Transportation Commission will allow for the front loading of Transportation Enhancement funds in the 2012 STIP. Therefore, counties are able to request programming of new TE projects in the first three years of the STIP. Previously, new projects were only allowed in the last two years of the STIP. MTC cautions, however, that projects programmed in the early years of the STIP must be ready to allocate the funds in the year of programming.

- **Transportation Enhancement Project Pre-Review by Caltrans Local Assistance**
  In many instances, projects proposed for the Transportation Enhancement program of the STIP encounter a number of unanticipated environmental and schedule issues that delay the project, causing a need for STIP time extensions. In order to minimize these unanticipated obstacles to project delivery, the MTC requires Caltrans pre-review of all proposed TE projects in the 2012 RTIP. After the Congestion Management Agencies submit their projects to MTC for inclusion into the RTIP, MTC will transmit all TE Project Programming Request (PPR) forms and approved TE Applications to Caltrans District 4 Local Assistance for an

additional cursory review. Local Assistance Engineers and Environmental staff may recommend changes to the project schedule and cost, based on known project conditions and environmental considerations. These recommendations will be reviewed with MTC and the CMA before being updated in the final 2012 RTIP submittal or subsequent updates through the California Transportation Commission prior to final 2012 STIP adoption.

- **Transportation Enhancement Project Delivery Deadlines**
  In order to more closely align Transportation Enhancement project delivery dates with the summer construction season, MTC will enforce new allocation deadlines for TE projects. All TE projects must submit a full and complete CTC allocation and federal obligation package to Caltrans District 4 by December 1 of the fiscal year in which the project is programmed. This will give sufficient time for Caltrans and CTC to allocate the funds by the following February in order to meet obligation by March 31. Exceptions to the TE delivery deadlines may be granted for extraordinary circumstances, such as for instances where the project has a target award later than the six month award deadline after allocation prescribed by CTC STIP guidelines. Any exceptions will be reviewed by CMA and MTC, and granted on a case-by-case basis.

- **MTC's Share of Transportation Enhancement Reserves**
  MTC has held half of the region's Transportation Enhancement funds in reserve for regional priorities to be identified through future policy decisions. At this time, staff proposes continuing to hold half of the region's TE funds in reserve in the 2012 RTIP for future identified project(s). The project(s) would be programmed in the last two years of the 2012 RTIP.

<u>Other New Policies</u>

- **MTC Resolution No. 3866 Compliance – Transit Coordination Implementation Plan**
  On February 24, 2010, MTC approved Resolution No. 3866, which documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects. *If a transit operator fails to comply with Res. 3866 requirements, MTC may withhold, restrict or reprogram funds or allocations*. Res. 3866 supersedes MTC's earlier coordination plan, Res. 3055.

  One goal of MTC staff in organizing Res. 3866 was to incorporate some detailed project information through reference rather than directly in the resolution in order to facilitate future updates of project-specific requirements and minimize the need for official Commission action. For this reason, some documents are referenced in Res. 3866 and available for download at http://www.mtc.ca.gov/planning/tcip. MTC may periodically update these documents after soliciting feedback from its TACs. Transit operators must comply with these more detailed documents in order to comply with Res. 3866.

- **Project Study Report Requirement Update**
  Over the past few years, Caltrans, in cooperation with the regional agencies, has re-examined the Project Study Report process. Through the years, the PSR document has become too detailed, and duplicates much of the effort that will be done during the environmental document phase. As a result of this re-examination, Caltrans has approved the lighter Project Study Report (Project Development Support) (PSR/PDS) document for use to program new STIP projects. However, the CTC will only allow preconstruction phases to be programmed in the STIP with the PSR/PDS document. Construction can be programmed once a draft

environmental document has been circulated. Additionally, if a project has already substantially completed an environmental document (such as a circulating draft or a final environmental document), the PSR requirement is waived, and a project sponsor may request programming of STIP funds to the project.

Carryover Policies from 2010 RTIP

- **ARRA RTIP Backfill Programming**
  In order to expedite obligation and expenditure of American Recovery and Reinvestment Act of 2009 (ARRA) funds, and to address the State's lack of funding, MTC programmed $31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the $31 million, $29 million came from Contra Costa's county share, and $2 million from Alameda's county share. These amounts were not programmed in the 2010 RTIP, therefore, in the 2012 RTIP, MTC will have discretion to program the $31 million in freed up RTIP capacity from these two counties. Therefore, Contra Costa's available programming capacity will be reduced by $29 million, and Alameda's available programming capacity will be reduced by $2 million in FY 2012-13.

- **Highlights of Changes in the 2010 RTIP**
  A number of changes that were first implemented in the 2010 RTIP are carried forward to the 2012 RTIP. These changes include the following:
  - Complete Streets Checklist – Required for all projects
  - SB 286 Conservation Corps Involvement – Required for all TE projects
  - Prohibition of Multiple Phases in Same Year – Required for all projects
  - Project Size Minimums - $500,000 minimum project size for large counties, $250,000 minimum project size for counties under 1 million population.

- **2012 STIP Schedule**
  Currently, the 2012 STIP is proceeding as scheduled, and as identified in Attachment A. In previous years, the STIP process had been delayed due to the lack of a state budget. This cycle, a state budget is now in place. Therefore, a delay in the STIP schedule is not expected.

  CTC is still scheduled to adopt the final STIP Fund Estimate and Guidelines at the August CTC meeting. Currently, the MTC Commission will approve the RTIP on November 16, 2011. The deadline for CMAs to submit the draft list of RTIP projects is October 14, 2011. Please refer to Attachment A for the current 2012 RTIP Schedule.

Additionally, CMAs and Caltrans are reminded of two important policies for the development of the 2012 RTIP:

- **CMAs Notification of All Eligible Project Sponsors**
  The CMAs are reminded that they must notify all eligible project sponsors within the county of the availability of RTIP funds. Eligible project sponsors include cities, counties, transit operators, and tribal governments. Notification can be in the form of a call for projects to all eligible project sponsors. Prior board action committing RTIP funds to a specific set of projects may also be sufficient to meet this requirement.

- **Caltrans Notification of Cost Increases**
  Caltrans shall notify the CMAs and MTC of any anticipated cost increases to currently-programmed RTIP projects by September 1, 2011. This will allow sufficient time to ensure these cost increases are programmed in the RTIP or addressed another way in consultation

with Caltrans and the CMA. Ideally, Caltrans should notify the CMAs and MTC of cost increases prior to the call for projects.

Any questions regarding these policy and programming issues should be directed to Kenneth Kao at (510) 817-5768, or kkao@mtc.ca.gov.

Attachments
A – Tentative 2012 RTIP Schedule

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METROPOLITAN TRANSPORTATION COMMISSION 2012 Regional Transportation Improvement Program Draft Development Schedule July 11, 2011	
March 23, 2011	Caltrans presentation of draft STIP Fund Estimate Assumptions (CTC Meeting – San Diego)
May 11, 2011	CTC adoption of STIP Fund Estimate Assumptions (CTC Meeting – Los Angeles)
June 20, 2011	Partnership Technical Advisory Committee (PTAC) / Programming and Delivery Working Group (PDWG) discussion and review of initial issues and schedule for 2012 RTIP
June 22, 2011	Caltrans presentation of the draft STIP Fund Estimate and draft STIP Guidelines (CTC Meeting – Long Beach)
June 30, 2011	Governor signs State Budget
July 18, 2011	PTAC and PDWG review of proposed RTIP Policies and Procedures
July 27, 2011	CTC holds 2012 Fund Estimate Workshop and STIP Guidelines Hearing (Sacramento)
August 10, 2011	CTC adopts STIP Fund Estimate and STIP Guidelines (CTC Meeting – Sacramento)
September 7, 2011	Transit Finance Working Group (TFWG) review of proposed RTIP Policies and Procedures
September 8, 2011	Local Streets and Roads Working Group (LS&RWG) review of proposed RTIP Policies and Procedures
September 14, 2011	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed RTIP Policies and Procedures
September 19, 2011	PTAC and PDWG scheduled review of final proposed RTIP Policies and Procedures
September 28, 2011	MTC Commission scheduled adoption of RTIP Policies and Procedures
October 14, 2011	CMAs submit to MTC, RTIP projects summary listings and identification of projects requiring project-level performance measure analysis. Deadline to submit Routine Accommodations Checklist for new projects.
October 17, 2011	PTAC scheduled review of draft RTIP
October 24, 2011	Final Project Programming Request (PPR) forms due to MTC. Final RTIP project listing and performance measure analysis due to MTC. Final PSR (or PSR Equivalent), Transportation Enhancement Application (approved by Caltrans), Resolution of Local Support, and Certification of Assurances due to MTC (**Final Complete Applications due**)
October 28, 2011	MTC submits Transportation Enhancement projects and applications to Caltrans District 4 for Local Assistance review
November 7, 2011	Draft RTIP scheduled to be available for public review
November 9, 2011	PAC scheduled review of RTIP and referral to Commission for approval
November 16, 2011	MTC Commission scheduled approval of 2012 RTIP
December 15, 2011	2012 RTIP due to CTC
February 1, 2012	CTC 2012 STIP Hearing – Southern California (Los Angeles)
February 8, 2012	CTC 2012 STIP Hearing – Northern California (CTC Meeting - Sacramento)
March 8, 2012	CTC Staff Recommendations on 2012 STIP released
March 28, 2012	CTC adopts 2012 STIP (CTC Meeting – Sacramento)

Shaded Area – Actions by Caltrans or CTC

MTC Resolution No. 4028
Attachment 1-B

Final 2012 STIP Fund Estimate County Targets

9/1/2011

Metropolitan Transportation Commission

All numbers in thousands

Table 1: County Share Targets

	a	b	a+b=c	d	e	c+d+e=f	g	f+g
	FY 2015-16 New Distrib.	**FY 2016-17 New Distrib.**	**2012 STIP New Distrib.**	**2010 STIP Carryover Balance**	**Lapses***	**2012 STIP Net Capacity**	**ARRA Backfill (Caldecott)**	**2012 STIP CMA Program Capacity**
Alameda	8,910	20,348	**29,258**	5,414	700	**35,372**	(2,000)	**33,372**
Contra Costa	6,079	13,881	**19,960**	43,493	13,475	**76,928**	(29,000)	**47,928**
Marin	1,661	3,792	**5,453**	(35,192)	100	**(29,639)**		**0**
Napa	1,093	2,497	**3,590**	445	667	**4,702**		**4,702**
San Francisco	4,504	10,283	**14,787**	(1,673)	0	**13,114**		**13,114**
San Mateo	4,649	10,617	**15,266**	6,524	887	**22,677**		**22,677**
Santa Clara	10,560	24,115	**34,675**	(42,409)	0	**(7,734)**		**0**
Solano	2,749	6,277	**9,026**	345	721	**10,092**		**10,092**
Sonoma	3,424	7,819	**11,243**	(21,696)	985	**(9,468)**		**0**
Bay Area Totals	**43,629**	**99,629**	**143,258**	**(44,749)**	**17,535**	**116,044**	**(31,000)**	**131,885**

Note: New County Share Total is the sum of unprogrammed balances, lapses, and new capacity for FY 2015-16 and FY 2016-17. Counties with negatives have a "$0" new share.
* Prior year lapsed funds returned to county share.

Table 2: Transportation Enhancement Targets

	New TE Share	**MTC 50% Share**	**CMA 50% Discretion**	**FY 2015-16 New Distrib.**	**FY 2016-17 New Distrib.**
Alameda	**4,358**	2,179	2,179	2,196	2,162
Contra Costa	**2,973**	1,487	1,486	1,498	1,475
Marin	**813**	406	407	410	403
Napa	**534**	267	267	269	265
San Francisco	**2,202**	1,101	1,101	1,110	1,092
San Mateo	**2,274**	1,137	1,137	1,146	1,128
Santa Clara	**5,164**	2,582	2,582	2,602	2,562
Solano	**1,345**	673	672	678	667
Sonoma	**1,675**	837	838	844	831
Bay Area Totals	**21,338**	**10,669**	**10,669**	**10,753**	**10,585**

Note: New TE funds are split 50-50 between the Counties and MTC. TE Targets are a subset of Table 1.

Table 3: Planning, Programming, and Monitoring Amounts
FY 12-13 through FY 15-16 and FY 16-17

	PPM Limit FY13 - FY16	**Currently Programmed**	**MTC Share FY 16 PPM**	**CMA Share FY 16 PPM**	**PPM Limit FY 17**	**MTC Share FY 17 PPM**	**CMA Share FY 17 PPM**
Alameda	**2,793**	2,347	126	**320**	**1,017**	131	**886**
Contra Costa	**1,825**	1,521	82	**222**	**694**	85	**609**
Marin	**528**	445	23	**60**	**190**	24	**166**
Napa	**330**	112	14	**204**	**125**	15	**110**
San Francisco	**1,426**	1,201	64	**161**	**514**	67	**447**
San Mateo	**1,479**	1,247	67	**165**	**531**	69	**462**
Santa Clara	**3,277**	2,502	147	**628**	**1,206**	153	**1,053**
Solano	**857**	720	39	**98**	**314**	40	**274**
Sonoma	**1,049**	877	47	**125**	**391**	48	**343**
Bay Area Totals	**13,564**	**10,972**	**609**	**1,983**	**4,982**	**632**	**4,350**

J:\PROJECT\Funding\RTIP\12 RTIP\[Final 2012 STIP FE Targets 2011-09-01.xls]Sheet1

DRAFT

RESOLUTION NO. 2011-17

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY (STA) AUTHORIZING THE APPLICATION FOR STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) TRANSPORTATION ENHANCEMENTS (TE) FUNDING TO DELIVER THE CITY OF DIXON'S WEST B STREET UNDERCROSSING PROJECT.

WHEREAS, SOLANO TRANSPORTATION AUTHORITY (herein referred to as "APPLICANT") is submitting an application to the Metropolitan Transportation Commission (MTC) for $1,321,000 in funding from the 2012 Regional Transportation Improvement Program (RTIP) for the City of Dixon's West B Street Undercrossing project (herein referred to as "PROJECT" or "PROJECTS") for the MTC 2012 RTIP, as authorized by MTC by Resolution No. 4028 (herein referred to as "PROGRAM"); and

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of that process, MTC is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to California Government Code Section 14527(b), for inclusion in the RTIP, and submission to the California Transportation Commission, for inclusion in the State Transportation Improvement Program; and

WHEREAS, MTC will review and include, if approved, 2012 RTIP projects in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC has requested eligible transportation project sponsors to submit applications nominating projects to be programmed for Regional Improvement Program funds in the RTIP; and

WHEREAS, applications to MTC must be submitted consistent with procedures, conditions, and forms it provides transportation project sponsors; and

WHEREAS, APPLICANT is a sponsor of transportation projects eligible for Regional Improvement Program funds; and

WHEREAS, the RTIP Project Programming Request (PPR) form of the project application, attached hereto and incorporated herein as though set forth at length, lists the project, purpose, schedule and budget for which APPLICANT is requesting that MTC program Regional Improvement Program funds for inclusion in the RTIP; and

WHEREAS, Part 2 of the project application, attached and incorporated herein as though set forth at length, includes the certification by APPLICANT of assurances required by SB 45 in order to qualify the project listed in the RTIP project nomination sheet of the project application for programming by MTC; and

WHEREAS, as part of the application for 2012 RTIP funding, MTC requires any resolution adopted by the responsible implementing agency to state that the project will comply with the procedures specified in the "Timely Use of Funds Provisions and Deadlines" (MTC Resolution No. 4028, Attachment 1, Page 14, and as may be further amended).

NOW, THEREFORE, BE IT RESOLVED, that APPLICANT approves the assurances set forth in Part 2 of the project application, attached to this resolution; and be it further

RESOLVED, that APPLICANT will comply with the provisions and requirements of the "Timely Use of Funds Provisions and Deadlines" (MTC Resolution No. 4028, Attachment 1, Page 14, and as may be further amended), that PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount programmed in the MTC federal TIP, and that APPLICANT and PROJECT will comply with the requirements as set forth in the 2012 RTIP Policies and Procedures (MTC Resolution No. 4028); and therefore be it further

RESOLVED, that APPLICANT will comply with the provisions and requirements of the Transit Coordination Implementation Plan, as set forth in MTC Resolution No. 3866; and be it further

RESOLVED, that APPLICANT has reviewed the project and has adequate staffing resources to deliver and complete the project within the schedule set forth in the RTIP Project Programming Request (PPR) form of the project application, attached to this resolution; and be it further

RESOLVED, that APPLICANT is an eligible sponsor of projects in the State Transportation Improvement Program; and be it further

RESOLVED, that APPLICANT is authorized to submit an application for State Transportation Improvement Program funds for PROJECT; and be it further

RESOLVED, that APPLICANT has and will retain the expertise and knowledge necessary to deliver STIP and federally-funded projects, and has assigned a single point of contact for all STIP and FHWA-funded projects to work with the CMA, MTC, and Caltrans on any questions or issues that may arise during the STIP and/or federal programming and delivery process; and be it further

RESOLVED, that there is no legal impediment to APPLICANT making applications for Regional Improvement Program funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED, that APPLICANT authorizes its Executive Director or designee to execute and file an application with MTC to program Regional Improvement Program funds into the RTIP, for the projects, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that a copy of this resolution be transmitted to MTC in conjunction with the filing of the APPLICANT application referenced herein, along with the name and contact information for the APPLICANT's single point of contact.

_____

Harry Price, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this **12th Day of October, 2011** by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting held this 12th **Day of October, 2011**.

_____
Daryl K. Halls, Executive Director
Solano Transportation Authority

RTIP Project Application
Part 2: Certification of Assurances

The implementing agency certifies that the project for which Regional Improvement Program funding is requested meets the following project screening Criteria. **Please initial each.**

1. The project is eligible for consideration in the RTIP. Pursuant to Streets and Highways Code Section 164 (e), eligible projects include improving state highways, local roads, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety. _____
2. For the funds requested, no costs have/will be incurred prior to adoption into the STIP by the CTC. _____
3. A Project Study Report (PSR) or PSR equivalent has been prepared for the project. _____
4. The project budget included in Part 2 of the project application reflects current costs updated as of the date of application and escalated to the appropriate year. _____
5. The project is included in a local congestion management program (CMP). (Note: For those counties that have opted out of preparing a CMP in accordance with Government Code Section 65088.3, the project must be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation planning agency.) _____
6. The year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project. _____
7. The project is fully funded. _____
8. For projects with STIP federal funds, the implementing agency agrees to contact Caltrans and schedule and complete a field review within six months of the project being adopted or amended into the TIP. _____
9. For STIP construction funds, the implementing agency agrees to send a copy of the Caltrans LPP 01-06 "Award Information for STIP Projects – Attachment A" to MTC and the CMA, upon award. _____
10. The implementing agency agrees to be available for an audit of STIP funds, if requested. _____

The implementing agency also agrees to abide by all statutes, rules and regulations applying to the State Transportation Improvement Program (STIP), and to follow all requirements associated with the funds programmed to the project in the STIP. _____

These include, but are not limited to:

1. Environmental requirements: NEPA standards and procedures for all projects with Federal funds; CEQA standards and procedures for all projects programmed with State funds.
2. California Transportation Commission (CTC) requirements for transit projects, formerly associated with the Transit Capital Improvement (TCI) program. These include rules governing right-of-way acquisition, hazardous materials testing, and timely use of funds.
3. Federal Transit Administration (FTA) requirements for transit projects as outlined in FTA regulations and circulars.

4. Federal Highway Administration (FHWA) and Caltrans requirements for highway and other roadway projects as outlined in the Caltrans Local Programs Manual.

5. Federal air quality conformity requirements, and local project review requirements, as outlined in the adopted Bay Area Conformity Revision of the State Implementation Plan (SIP).

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Date: 09/07/11

County	CT District	PPNO	TCRP Project No.	EA
SOL	04			

Project Title: West B Street Bike/Pedestrian Undercrossing

Proposed Total Project Cost									Notes
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)									
PS&E	60		375					435	
R/W SUP (CT)									
CON SUP (CT)				450				450	
R/W			170					170	
CON				5,045				5,045	
TOTAL	60		545	5,495				6,100	

Fund No. 1:									Program Code
Proposed Funding									RIP-TE-T4-10-F/ST-SOL
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				649				649	
TOTAL				649				649	

Fund No. 2:									Program Code
Proposed Funding									RIP-T3-06A-PTA-SOL
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									
PS&E	60							60	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	60							60	

Fund No. 3:									Program Code
Proposed Funding									OTHER LOCAL
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									
PS&E			375					375	UPRR C&M Agreement Costs $100K
R/W SUP (CT)									
CON SUP (CT)				450				450	
R/W			170					170	
CON				4,396				4,396	
TOTAL			545	4,846				5,391	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Date: 09/07/11

County	CT District	PPNO	TCRP Project No.	EA
SOL	04			
Project Title: West B Street Bike/Pedestrian Undercrossing				

Fund No. 4:									**Program Code**
Proposed Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									**Program Code**
Proposed Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									**Program Code**
Proposed Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 7:									**Program Code**
Proposed Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

10-Year Investment Plan for Highway and Major Transit Capital Projects

List of Tier 1, Tier 2, and Tier 3 projects (10-12-11)

Tier 1 Highway Projects "Projects that can begin construction in the next 5 years"				
Sponsor	Project	Details	Cost	Shortfall
STA	Jepson Parkway			
		Leisure Town (Elmira to Alamo)	$35.4 M	$35.4 M
		Cement Hill/Walters Road Extension and Widening	$69.9 M	$69.9 M
STA	I-80 Express Lanes	Red Top Road to I-505	$120 M	$104 M
Caltrans	EB I-80 Aux Lane – Fairfield	Travis to Air Base Parkway	$5.0 M (by 2012)	$5.0 M
STA	I-80/I-680/SR12 Interchange	Package 1, 2, & 3	$309 M	$191 M

Tier 2 Highway Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	WB I-80 Aux Lane	W. Texas to Abernathy	$5-8 M	$5-8 M
Caltrans	WB I-80 Aux Lane	Waterman to Travis Blvd	$5-8 M	$5-8 M
STA	I-80/I-680/SR12 Interchange*	Package 4, 5, 6 & 7	$381 M	$381 M
Caltrans	SR12 East Safety/Operational Improvements	From Suisun City to Rio Vista	(est.) $100 M	(est.) $100 M
STA	Truck Scales Relocation	(WB Scales)	$140 M	$140 M
STA	I-80 Express Lanes	Carquinez Bridge to SR37	$100 M	$100 M

* West End section of North Connector is included as part of I-80/I-680/SR 12 Interchange project

Tier 3 Highway Projects "Projects that are in the planning phase and are priorities to the STA Board"				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	I-80/I-680/SR12 Interchange	Remaining Phases	$1.2 Billion	$1.2 Billion
Caltrans	Rio Vista Bridge Realignment/Replacement	Currently being studied.	$1.5 Billion	$1.5 Billion
Caltrans	SR 12 East Widening Improvements	Currently being studied	pending	pending
Caltrans	SR113 Improvements	Currently being studied.	Pending	pending

10-Year Investment Plan for Highway and Major Transit Capital Projects

List of Tier 1, Tier 2, and Tier 3 projects (10-12-11)

Tier 1 Transit Projects "Projects that can begin construction in the next 5 years"				
Sponsor	Project	Details	Cost	Shortfall
Fairfield	Fairfield/Vacaville Rail Station (Ph 2)	Phase 1 fully funded	$4.8 M	$4.8 M
Vacaville	Vacaville Intermodal Station (Ph 2)	Phase 1 built	$14 M	$12 M
Vallejo	Vallejo Ferry Maintenance Facility (Ph 2) (Ph 2 & 3)	Move operations to Mare Island	Pending	Pending
Vallejo	Curtola Transit Center (Ph 1)	Lemon Street	$15 M	$3 M
Fairfield	Fairfield Transportation Center		$20 M	$16 M
Dixon	West B Street Undercrossing		$6.1 M	$500 K

Tier 2 Transit Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
Dixon	Dixon Transportation Center (Parkway Blvd., A Street Undercrossing)		Pending	Pending
Benicia	I-680 Industrial Park-n-Ride	Phase 2, RM 2 Funding	$1.25 M	0
Rio Vista	Church Rd/SR12 Park and Ride	CON in FY 09-10	$8 M	$8 M
Vallejo	Curtola Park and Ride (Ph 2)		Pending	Pending
Vallejo	Vallejo Station (Phase B)	Pending updated schedule.	$27 M	$15.5 M

Tier 3 Transit Projects "Projects that are in the planning phase and are future priorities for the STA Board"				
Sponsor	Project	Details	Cost	Shortfall
Rio Vista	Downtown Park and Ride		$0.3 M	$0.3 M
Vallejo	Curtola Transit Center (Ph 3)		Pending	Pending